ROUSE
BICYCLES

Owner's Manual

Rouse Bicycles Owner's Manual

1st Edition 2010 This manual meets EN Standards 14764, 14766 and 14781.

IMPORTANT:
This manual contains important safety, performance and service information. Read it before you take the first ride on your new bicycle, and keep it for reference.

Additional safety, performance and service information for specific components such as suspension or pedals on your bicycle, or for accessories such as helmets or lights that you purchase, may also be available. Make sure that ROUSE BICYCLES has given you all the manufacturers' literature that was included with your bicycle or accessories. In case of a conflict between the instructions in this manual and information provided by a component manufacturer, always follow the component manufacturer's instructions.

If you have any questions or do not understand something, take responsibility for your safety and consult with ROUSE BICYCLES.

NOTE:
This manual is not intended as a comprehensive use, service, repair or maintenance manual. Please see ROUSE BICYCLES for all service, repairs or maintenance. ROUSE BICYCLES may also be able to refer you to classes, clinics or books on bicycle use, service, repair or maintenance.

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GENERAL WARNING:

Like any sport, bicycling involves risk of injury and damage. By choosing to ride a bicycle, you assume the responsibility for that risk, so you need to know — and to practice — the rules of safe and responsible riding and of proper use and maintenance. Proper use and maintenance of your bicycle reduces risk of injury.

This Manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle and of failure to follow safe cycling practices.

- **The combination of the safety alert symbol and the word WARNING indicates a potentially hazardous situation which, if not avoided, could result in serious injury or death.**
- **The combination of the safety alert symbol and the word CAUTION indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury, or is an alert against unsafe practices.**
- **The word CAUTION used without the safety alert symbol indicates a situation which, if not avoided, could result in serious damage to the bicycle or the voiding of your warranty.**

Many of the Warnings and Cautions say "you may lose control and fall". Because any fall can result in serious injury or even death, we do not always repeat the warning of possible injury or death.
Because it is impossible to anticipate every situation or condition which can occur while riding, this Manual makes no representation about the safe use of the bicycle under all conditions. There are risks associated with the use of any bicycle which cannot be predicted or avoided, and which are the sole responsibility of the rider.

A special note for parents:

As a parent or guardian, you are responsible for the activities and safety of your minor child, and that includes making sure that the bicycle is properly fitted to the child; that it is in good repair and safe operating condition; that you and your child have learned and understand the safe operation of the bicycle; and that you and your child have learned, understand and obey not only the applicable local motor vehicle, bicycle and traffic laws, but also the common sense rules of safe and responsible bicycling. As a parent, you should read this manual, as well as review its warnings and the bicycle's functions and operating procedures with your child, before letting

your child ride the bicycle.

WARNING: Make sure that your child always wears an approved bicycle helmet when riding; but also make sure that your child understands that a bicycle helmet is for bicycling only, and must be removed when not riding. A helmet must not be worn while playing, in play areas, on playground equipment, while climbing trees, or at any time while not riding a bicycle. Failure to follow this warning could result in serious injury or death.

1. FIRST

NOTE: We strongly urge you to read this Manual in its entirety before your first ride. At the very least, read and make sure that you understand each point in this section, and refer to the cited sections on any issue which you don't completely understand. Please note that not all bicycles have all of the features described in this Manual. Ask ROUSE BICYCLES to point out the features of your bicycle.

A. Bike Fit

1. Is your bike the right size? To check, see Section 3.A. If your bicycle is too large or too small for you, you may lose control and fall. If your new bike is not the right size, ask ROUSE BICYCLES to exchange it before you ride it.
2. Is the saddle at the right height? To check, see Section 3.B. If you adjust your saddle height, follow the Minimum and Maximum Insertion instructions in Section 3.B.
3. Are saddle and seat post securely clamped? A correctly tightened saddle will allow no saddle movement in any direction. See Section 3.B.
4. Are the stem and handlebars at the right height for you? If not, see Section 3.C.
5. Can you comfortably operate the brakes? If not, you may be able to adjust their angle and reach. See Section 3.D and 3.E.
6. Do you fully understand how to operate your new bicycle? If not, before your first ride, have ROUSE BICYCLES explain any functions or features which you do not understand.

B. Safety first

1. Always wear an approved helmet when riding your bike, and follow the helmet manufacturer's instructions for fit, use and care. (fig 1).

fig. 1

2. Do you have all the other required and recommended safety equipment? See Section 2. It's your responsibility to familiarize yourself with the laws of the areas where you ride, and to comply with all applicable laws.
3. Do you know how to correctly secure your front and rear wheels? Check Section 4.A.1 to make sure. Riding with an improperly secured wheel can cause the wheel to wobble or disengage from the bicycle, and cause serious injury or death.
4. If your bike has toeclips and straps or clipless ("step-in") pedals, make sure you know how they work (see Section 4.F). These pedals require special techniques and skills. Follow the pedal manufacturer's instructions for use, adjustment and care.
5. Do you have "toe overlap"? On smaller framed bicycles your toe or toeclip may be able to contact the front wheel when a pedal is all the way forward and the wheel is turned. Read Section 4.F. to check whether you have toeclip overlap.

C. Mechanical Safety Check

Routinely check the condition of your bicycle before every ride.

Nuts, bolts, screws & other fasteners: Because manufacturers use a wide variety of fastener sizes and shapes made in a variety of materials, often differing by model and component, the correct tightening force or torque cannot be generalized. To make sure that the many fasteners on your bicycle are correctly tightened, refer to the Fastener Torque Specifications in Appendix D of this manual or to the torque specifications in the instructions provided by the manufacturer of the component in question. Correctly tightening a fastener requires a calibrated torque wrench. A professional bicycle mechanic with a torque wrench should torque the fasteners on your bicycle. If you choose to work on your own bicycle, you must use a torque wrench and the correct tightening torque specifications from component manufacturer or from ROUSE BICYCLES. If you need to make an adjustment at home or in the field, we urge you to exercise care, and to have the fasteners you worked on checked by a professional bicycle mechanic as soon as possible.

WARNING: Correct tightening force on fasteners –nuts, bolts, screws– on your bicycle is important. Too little force and the fastener may not hold securely. Too much force and the fastener can strip threads, stretch, deform or break. Either way, incorrect tightening force can result in component failure, which can cause you to lose control and fall.

Make sure nothing is loose. Lift the front wheel off the ground by two or three inches, then let it bounce on the

ground. Anything sound, feel or look loose? Do a visual and tactile inspection of the whole bike. Any loose parts or accessories? If so, secure them.

Tires & Wheels: Make sure tires are correctly inflated (see Section 4.G.1). Check by putting one hand on the saddle, one on the intersection of the handlebars and stem, then bouncing your weight on the bike while looking at tire deflection. Compare what you see with how it looks when you know the tires are correctly inflated; and adjust if necessary.

Tires in good shape? Spin each wheel slowly and look for cuts in the tread and sidewall. Replace damaged tires before riding the bike.

Wheels true? Spin each wheel and check for brake clearance and side-to-side wobble. If a wheel wobbles side to side even slightly, or rubs against or hits the brake pads, take the bike to a qualified bike shop to have the wheel trued.

CAUTION: Wheels must be true for rim brakes to work effectively. Wheel truing is a skill which requires special tools and experience. Do not attempt to true a wheel unless you have the knowledge, experience and tools needed to do the job correctly.

Wheel rims clean and undamaged? Make sure the rims are clean and undamaged at the tire bead and, if you have rim brakes, along the braking surface. Check to make sure that any rim wear indicator marking is not visible at any point on the wheel rim.

WARNING: Bicycle wheel rims are subject to wear. Ask a professional bicycle mechanic about wheel rim wear. Some wheel rims have a rim wear indicator which becomes visible as the rim's braking surface wears. A visible rim wear indicator on the side of the wheel rim is an indication that the wheel rim has reached its maximum usable life. Riding a wheel that is at the end of its usable life can result in wheel failure, which can cause you to lose control and fall.

Brakes: Check the brakes for proper operation (see Section 4.D). Squeeze the brake levers. Are the brake quick-releases closed? All control cables seated and securely engaged? If you have rim brakes, do the brake pads contact the wheel rim squarely and make full contact with the rim? Do the brakes begin to engage within an inch of brake lever movement? Can you apply full braking force at the levers without having them touch the

handlebar? If not, your brakes need adjustment. Do not ride the bike until the brakes are properly adjusted by a professional bicycle mechanic.

Wheel retention system: Make sure the front and rear wheels are correctly secured. See Section 4.B.

Handlebar and saddle alignment: Make sure the saddle and handlebar stem are parallel to the bike's center line and clamped tight enough so that you can't twist them out of alignment. See Sections 3.B and 3.C.

Handlebar ends: Make sure the handlebar grips are secure and in good condition. If not, have a professional bicycle mechanic replace them. Make sure the handlebar ends and extensions are plugged. If not, have a professional bicycle mechanic plug them before you ride. If the handlebars have bar end extensions, make sure they are clamped tight enough so you can't twist them.

> **WARNING: Loose or damaged handlebar grips or extensions can cause you to lose control and fall. Unplugged handlebars or extensions can cut you and cause serious injury in an otherwise minor accident.**

VERY IMPORTANT SAFETY NOTE: Please also read and become thoroughly familiar with the important information on the lifespan of your bicycle and its components in Appendix B on Page 36.

D. First Ride

When you buckle on your helmet and go for your first familiarization ride on your new bicycle, be sure to pick a controlled environment, away from cars, other cyclists, obstacles or other hazards. Ride to become familiar with the controls, features and performance of your new bike.

Familiarize yourself with the braking action of the bike (see Section 4.D). Test the brakes at slow speed, putting your weight toward the rear and gently applying the brakes, rear brake first. Sudden or excessive application of the front brake could pitch you over the handlebars. Applying brakes too hard can lock up a wheel, which could cause you to lose control and fall. Skidding is an example of what can happen when a wheel locks up. If your bicycle has toeclips or clipless pedals, practice getting in and out of the pedals. See paragraph B.4 above and Section 4.E.4.

If your bike has suspension, familiarize yourself with how the suspension responds to brake application and rider weight shifts. See paragraph B.6 above and Section 4.F.

Practice shifting the gears (see Section 4.D). Remember to never move the shifter while pedaling backward, nor pedal backwards immediately after having moved the shifter. This could jam the chain and cause serious damage to the bicycle.

Check out the handling and response of the bike; and check the comfort.

If you have any questions, or if you feel anything about the bike is not as it should be, consult a professional bicycle mechanic before you ride again.

2. SAFETY

A. The Basics

WARNING: The area in which you ride may require specific safety devices. It is your responsibility to familiarize yourself with the laws of the area where you ride and to comply with all applicable laws, including properly equipping yourself and your bike as the law requires.

Observe all local bicycle laws and regulations. Observe regulations about bicycle lighting, licensing of bicycles, riding on sidewalks, laws regulating bike path and trail use, helmet laws, child carrier laws, and/or special bicycle traffic laws. It's your responsibility to know and obey the laws.

1. Always wear a cycling helmet which meets the latest certification standards and is appropriate for the type of riding you do. Always follow the helmet manufacturer's instructions for fit, use and care of your helmet. Most serious bicycle injuries involve head injuries which might have been avoided if the rider had worn an appropriate helmet.

WARNING: Failure to wear a helmet when riding may result in serious injury or death.

2. Always perform the Mechanical Safety Check (Section 1.C) before you get on a bike.
3. Be thoroughly familiar with the controls of your bicycle: brakes (Section 4.D.); pedals (Section 4.F.); shifting (Section 4.E.)
4. Be careful to keep body parts and other objects away from the sharp teeth of chainrings, the moving chain, the turning pedals and cranks, and the spinning wheels of your bicycle.

5. Always wear:

   - Shoes that will stay on your feet and will grip the pedals.
   - Make sure that shoe laces cannot get into moving parts, and never ride barefoot or in sandals.
   - Bright, visible clothing that is not so loose that it can be tangled in the bicycle or snagged by objects at the side of the road or trail.
   - Protective eyewear, to protect against airborne dirt, dust and bugs — tinted when the sun is bright, clear when it's not.

6. Don't jump with your bike. Jumping a bike can be fun; but it can put huge and unpredictable stress on the bicycle and its components. Riders who insist on jumping their bikes risk serious damage to their bicycles as well as to themselves. Before you attempt to jump, do stunt riding or race with your bike, read and understand Section 2.F.
7. Ride at a speed appropriate for conditions. Higher speed means higher risk.

B. Riding Safety

1. Obey all Rules of the Road and all local traffic laws.
2. You are sharing the road or the path with others — motorists, pedestrians and other cyclists. Respect their rights.
3. Ride defensively. Always assume that others do not see you.
4. Look ahead, and be ready to avoid:

   - Vehicles slowing or turning, entering the road or your lane ahead of you, or coming up behind you.
   - Parked car doors opening.
   - Pedestrians stepping out.
   - Children or pets playing near the road.
   - Potholes, sewer grating, railroad tracks, expansion joints, road or sidewalk construction, debris and other obstructions that could cause you to swerve into traffic, catch your wheel or cause you to have an accident.
   - The many other hazards and distractions which can occur on a bicycle ride.

5. Ride in designated bike lanes, on designated bike paths or as close to the edge of the road as possible, in the direction of traffic flow or as directed by local governing laws.
6. Stop at stop signs and traffic lights; slow down and look both ways at street intersections. Remember that a bicycle always loses in a collision with a motor vehicle, so be prepared to yield even if you have the right of way.
7. Use approved hand signals for turning and stopping.
8. Never ride with headphones. They mask traffic sounds and emergency vehicle sirens, distract you from concentrating on what's going on around you, and their wires can tangle in the moving parts of the bicycle, causing you to lose control.
9. Never carry a passenger, unless it is a small child wearing an approved helmet and secured in a correctly mounted child carrier or a child-carrying trailer.
10. Never carry anything which obstructs your vision or your complete control of the bicycle, or which could become entangled in the moving parts of the bicycle.
11. Never hitch a ride by holding on to another vehicle.
12. Don't do stunts, wheelies or jumps. If you intend to do stunts, wheelies, jumps or go racing with your bike despite our advice not to, read Section 2.F, Downhill, Stunt or Competition Biking, now. Think carefully about your skills before deciding to take the large risks that go with this kind of riding.
13. Don't weave through traffic or make any moves that may surprise people with whom you are sharing the road.
14. Observe and yield the right of way.
15. Never ride your bicycle while under the influence of alcohol or drugs.
16. If possible, avoid riding in bad weather, when visibility is obscured, at dawn, dusk or in the dark, or when extremely tired. Each of these conditions increases the risk of accident.

C. Off Road Safety

We recommend that children not ride on rough terrain unless they are accompanied by an adult.

1. The variable conditions and hazards of off-road riding require close attention and specific skills. Start slowly on easier terrain and build up your skills. If your bike has suspension, the increased speed you

may develop also increases your risk of losing control and falling. Get to know how to handle your bike safely before trying increased speed or more difficult terrain.

2. Wear safety gear appropriate to the kind of riding you plan to do.
3. Don't ride alone in remote areas. Even when riding with others, make sure that someone knows where you're going and when you expect to be back.
4. Always take along some kind of identification, so that people know who you are in case of an accident; and take along some cash for food, a cool drink or an emergency phone call.
5. Yield right of way to pedestrians and animals. Ride in a way that does not frighten or endanger them, and give them enough room so that their unexpected moves don't endanger you.
6. Be prepared. If something goes wrong while you're riding off-road, help may not be close.
7. Before you attempt to jump, do stunt riding or race with your bike, read and understand Section 2.F.

Off Road Respect

Obey the local laws regulating where and how you can ride off-road, and respect private property. You may be sharing the trail with others — hikers, equestrians, other cyclists. Respect their rights. Stay on the designated trail. Don't contribute to erosion by riding in mud or with unnecessary sliding. Don't disturb the ecosystem by cutting your own trail or short cut through vegetation or streams. It is your responsibility to minimize your impact on the environment. Leave things as you found them; and always take out everything you brought in.

D. Wet Weather Riding

WARNING: Wet weather impairs traction, braking and visibility, both for the bicyclist and for other vehicles sharing the road. The risk of an accident is dramatically increased in wet conditions.

Under wet conditions, the stopping power of your brakes (as well as the brakes of other vehicles sharing the road) is dramatically reduced and your tires don't grip nearly as well. This makes it harder to control speed and easier to lose control. To make sure that you can slow down and stop safely in wet conditions, ride more slowly and apply your brakes earlier and more gradually than you would under normal, dry conditions. See also Section 4.D.

E. Night Riding

Riding a bicycle at night is much more dangerous than riding during the day. A bicyclist is very difficult for motorists and pedestrians to see. Therefore, children should never ride at dawn, at dusk or at night. Adults who choose to accept the greatly increased risk of riding at dawn, at dusk or at night need to take extra care both riding and choosing specialized equipment which helps reduce that risk. Consult your local bike shop about night riding safety equipment.

WARNING: Reflectors are not a substitute for required lights. Riding at dawn, at dusk, at night or at other times of poor visibility without an adequate bicycle lighting system and without reflectors is dangerous and may result in serious injury or death.

Bicycle reflectors are designed to pick up and reflect car lights and street lights in a way that may help you to be seen and recognized as a moving bicyclist.

CAUTION: Check reflectors and their mounting brackets regularly to make sure that they are clean, straight, unbroken and securely mounted. Have a professional bicycle mechanic replace damaged reflectors and straighten or tighten any that are bent or loose.

The mounting brackets of front and rear reflectors are often designed as brake straddle cable safety catches which prevent the straddle cable from catching on the tire tread if the cable jumps out of its yoke or breaks.

WARNING: Do not remove the front or rear reflectors or reflector brackets from your bicycle. They are an integral part of the bicycle's safety system.

Removing the reflectors reduces your visibility to others using the roadway. Being struck by other vehicles may result in serious injury or death.

The reflector brackets may protect you from a brake straddle cable catching on the tire in the event of brake cable failure. If a brake straddle cable catches on the tire, it can cause the wheel to stop

suddenly, causing you to lose control and fall.

If you choose to ride under conditions of poor visibility, check and be sure you comply with all local laws about night riding, and take the following strongly recommended additional precautions:

- Purchase and install battery or generator powered head and tail lights which meet all regulatory requirements and provide adequate visibility.
- Wear light colored, reflective clothing and accessories, such as a reflective vest, reflective arm and leg bands, reflective stripes on your helmet, flashing lights attached to your body and/or your bicycle ... any reflective device or light source that moves will help you get the attention of approaching motorists, pedestrians and other traffic.
- Make sure your clothing or anything you may be carrying on the bicycle does not obstruct a reflector or light.
- Make sure that your bicycle is equipped with correctly positioned and securely mounted reflectors.

While riding at dawn, at dusk or at night:

- Ride slowly.
- Avoid dark areas and areas of heavy or fast-moving traffic.
- Avoid road hazards.
- If possible, ride on familiar routes.

If riding in traffic:

- Be predictable. Ride so that drivers can see you and predict your movements.
- Be alert. Ride defensively and expect the unexpected.
- If you plan to ride in traffic often, ask your local bike shop about traffic safety classes or a good book on bicycle traffic safety.

F. Competition Riding

If you engage in racing or competition riding you voluntarily assume an increased risk of injury or death.
Not all bicycles are designed for these types of riding, and those that are may not be suitable for all types of

aggressive riding. Check with Rouse Bicycles about the suitability of your bicycle before engaging in competition riding.

When riding fast downhill, you can reach speeds achieved by motorcycles, and therefore face similar hazards and risks. Have your bicycle and equipment carefully inspected by a qualified mechanic and be sure it is in perfect condition. Consult with expert riders, area site personnel and race officials on conditions and equipment advisable at the site where you plan to ride. Wear appropriate safety gear, including an approved full face helmet, full finger gloves, and body armor. Ultimately, it is your responsibility to have proper equipment and to be familiar with course conditions.

WARNING: Although many catalogs, advertisements and articles about bicycling depict riders engaged in various forms of racing, this activity is extremely dangerous, increases your risk of injury or death, and increases the severity of any injury. Remember that the action depicted is being performed by professionals with many years of training and experience. Know your limits and always wear a helmet and other appropriate safety gear. Even with state-of-the-art protective safety gear, you could be seriously injured or killed when jumping, stunt riding, riding downhill at high speed or in competition.

WARNING: Bicycles and bicycle parts have limitations with regard to strength and integrity, and this type of riding can exceed those limitations.

G. Aerobars

Caution should be exercised when utilizing aerobars. Although highly effective at decreasing aerodynamic drag, aerobars also decrease the rider's ability to steer and brake relative to standard handlebars. It is highly recommended that you practice riding in a smooth, flat area away from other riders and traffic. Once mastered, aerobars are never recommended for use in a group or in heavy traffic.

H. Changing Components or Adding Accessories

There are many components and accessories available to enhance the comfort, performance and appearance of your bicycle. However, if you change components or add accessories, you do so at your own risk. The bicycle's manufacturer may not have tested that component or accessory for compatibility, reliability or safety on your bicycle. Before installing any component or accessory, including a different size tire, make sure that it is compatible with your bicycle by checking with ROUSE BICYCLES. Be sure to read, understand and follow the

I. Maximum Weight

Rouse frames have been designed and tested to withstand very high loads, and as a result we have not traditionally assigned maximum weight restrictions for our frames. However, your bicycle is also made up of numerous individual components, all of which have their own unique weight limits. As a result, Rouse recommends that you consult the component manufacturer to ensure that all components selected for use on your bicycle are suitable and safe for your intended use.

instructions that accompany the products you purchase for your bicycle. See also Appendix A, p. 32 and B, p. 33.

WARNING: Failure to confirm compatibility, properly install, operate and maintain any component or accessory can result in serious injury or death.

WARNING: Changing the components on your bike with other than genuine replacement parts may compromise the safety of your bicycle and may void the warranty. Check with ROUSE BI CYCLES before changing the components on your bike.

3. FIT

NOTE: Correct fit is an essential element of bicycling safety, performance and comfort. Making the adjustments to your bicycle which result in correct fit for your body and riding conditions requires experience, skill and special tools. Always have a professional bicycle mechanic make the adjustments on your bicycle; or, if you have the experience, skill and tools, have a professional bicycle mechanic check your work before riding.

The fit suggestions below are based solely on safety concerns. They specify the absolute minimum standards to ride the bike, but do not guarantee optimal performance. ROUSE BICYCES uses more elaborate fit requirements to ensure optimal performance and comfort.

WARNING: If your bicycle does not fit properly, you may lose control and fall. If your new bike doesn't fit, ask ROUSE BICYCLES to exchange it before you ride it.

A. Standover Height

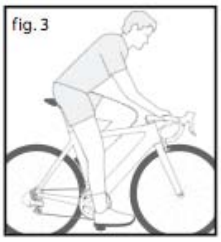
Standover height is the basic element of bike fit (see fig. 2). It is the distance from the ground to the top of the bicycle's frame at that point where your crotch is when straddling the bike. To check for correct standover height, straddle the bike while wearing the kind of shoes in which you'll be riding, and bounce vigorously on your heels. If your crotch touches the frame, the bike is too big for you. Don't even ride the bike around the block. A bike which you ride only on paved surfaces and never take off-road should give you a minimum standover height clearance of two inches (5 cm). A bike that you'll ride on unpaved surfaces should give you a minimum of three inches (7.5 cm) of standover height clearance.

B. Saddle Position

Correct saddle adjustment is an important factor in getting the most perfo rmance and comfort from your bi cycle. If the sadd le po sition i s not comfortable fo r yo u, conta ct a profe ssional bicycl e mechanic.

The saddle can be adjusted in three directions:

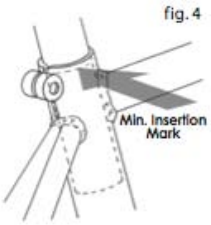
1. Up and down adjustment. To check for correct saddle height (fig. 3)
   - sit on the saddle;
   - place one heel on a pedal;
   - rotate the crank until the pedal with your heel on it is in the down position and the crank arm is parallel to the seat tube.



If your leg is not completely straight, your saddle height needs to be adjusted. If your hip s must rock for the heel to reach the pedal, the saddle is too high. If your leg is bent at the knee with your heel on the pedal, the saddle is too low.

Ask a professional bicycle mechanic to set the saddl e for your optimal riding position and to show you how to make this adjustment. If you choose to make your own saddle height adjustment:

- loosen the seat post clamp
- raise or lower the seat post in the seat tube
- make sure the saddle is straight fore and aft
- re-tighten the seat post clamp to the recommended torque (Appendix D or the manufacturer's instructions).



Once the sa ddle is at the corre ct height, make su re that the seat post do es not project fro m the frame beyond its "Minimum Insertion" or "Maximum Extension" mark (fig. 4).

Seat posts may easily be cut down if a lowe r seat height is desired as long as minimum insertion is maintained. A standard fine tooth hacksaw will work. Be certain to remove any burrs on the post before reinserting into the frame.

WARNING: If your seat is not inserted in the seat tube as described in B.1 above, the seat post may break, which could cause you to lose control and fall.

2. Front and back adjustment. The saddle can be adjusted forward or back to help you get the optimal position on the bike. Ask a professional bicycle mechanic to set the saddle for your optimal riding position and to show you how to make this adjustment. If you choose to make your own front and back adjustment, make sure that the clamp mechanism is clamping on the straight part of the saddle rails and is not touching the curved part of the rails, and that you are using the recommended torque on the clamping fastener(s) (Appendix C or the manufacturer's instructions).

3. Saddle angle adjustment. Most people prefer a horizontal saddle; but some riders like the saddle nose angled up or down just a little. A professional bicycle mechanic can adjust saddle angle or teach you how to do it. If you choose to make your own saddle angle adjustment and you have a single bolt saddle clamp on your seat post, it is critical that you loosen the clamp bolt sufficiently to allow any serrations on the mechanism to disengage before changing the saddle's angle, and then that the serrations fully re-engage before you tighten the clamp bolt to the recommended torque (Appendix C or the manufacturer's instructions).

WARNING: When making saddle angle adjustments with a single bolt saddle clamp, always check to make sure that the serrations on the mating surfaces of the clamp are not worn. Worn serrations on the clamp can allow the saddle to move, causing you to lose control and fall. Always tighten fasteners to the correct torque. Bolts that are too tight can stretch and deform. Bolts that are too loose can move and fatigue. Either mistake can lead to a sudden failure of the bolt, causing you to lose control and fall.

Small changes in saddle position can have a substantial effect on performance and comfort. To find your best saddle position, make only one adjustment at a time.

WARNING: After any saddle adjustment, be sure that the saddle adjusting mechanism is properly seated and tightened before riding. A loose saddle clamp or seat post clamp can cause damage to the seat post, or can cause you to lose control and fall. A correctly tightened saddle adjusting mechanism will allow no saddle movement in any direction. Periodically check to make sure that the saddle adjusting mechanism is properly tightened.

If, in spite of carefully adjusting the saddle height, tilt and fore-and-aft position, your saddle is still uncomfortable, you may need a different saddle design. Saddles, like people, come in many different shapes, sizes and resilience. Your local bike shop can help you select a saddle which, when correctly adjusted for your body and riding style, will be comfortable.

WARNING: Some people have claimed that extended riding with a saddle which is incorrectly adjusted or which does not support your pelvic area correctly can cause short-term or long-term injury to nerves and blood vessels, or even impotence. If your saddle causes you pain, numbness or other discomfort, listen to your body and stop riding until you see your local bike shop about saddle adjustment or a different saddle.

C. Handlebar Height and Angle

Your bike is equipped with a "threadless" stem, which clamps on to the outside of the steerer tube. A professional bicycle mechanic may be able to change handlebar height by moving height adjustment spacers from below the stem to above the stem, or vice versa. Otherwise, you'll have to get a stem of different length or rise. Consult a professional bicycle mechanic. Do not attempt to do this yourself, as it requires special knowledge.

WARNING: Installing more than 40mm (1.5") stack height of headset spacers can result in damage to the fork's steerer tube, which could cause you to lose control and result in serious injury or death.

WARNING: On some bicycles, changing the stem or stem height can affect the tension of the front brake cable, locking the front brake or creating excess cable slack which can make the front brake inoperable. If the front brake pads move in towards the wheel rim or out away from the wheel rim when the stem or stem height is changed, the brakes must be correctly adjusted before you ride.

WARNING: The top of the stem where fitted over the fork steerer tube must NOT extend more then 5mm above the top of the steerer. If the stem is extended beyond this height the stem may break or damage the fork's steerer tube which could cause you to lose control and result in serious injury or death.

WARNING: Always tighten fasteners to the correct torque. Bolts that are too tight can stretch and deform. Bolts that are too loose can move and fatigue. Either mistake can lead to a sudden failure of the bolt, causing you to lose control and fall.

WARNING: An insufficiently tightened stem clamp bolt, handlebar clamp bolt or bar end extension clamping bolt may compromise steering action, which could cause you to lose control and fall. Place the front wheel of the bicycle between your legs and attempt to twist the handlebar/stem assembly. If you can twist the stem in relation to the front wheel, turn the handlebars in relation to the stem, or turn the bar end extensions in relation to the handlebar, the bolts are insufficiently tightened.

D.Control Position Adjustments

The angle of the brake and shift control levers and their position on the handlebars can be changed. Ask a professional bicycle mechanic to make the adjustments for you. If you choose to make your own control lever angle adjustment, be sure to re-tighten the clamp fasteners to the recommended torque (Appendix B).

E. Brake reach

Many bikes have brake levers which can be adjusted for reach. If you have small hands or find it difficult to squeeze the brake levers, a professional bicycle mechanic can either adjust the reach or fit shorter reach brake levers.

WARNING: The shorter the brake lever reach, the more critical it is to have correctly adjusted brakes, so that full braking power can be applied within available brake lever travel. Brake lever travel insufficient to apply full braking power can result in loss of control, which may result in serious injury or death.

4. TECHNICAL

It's important to your safety, performance and enjoyment to understand how things work on your bicycle. We urge you to ask a professional bicycle mechanic how to do the things described in this section before you attempt them yourself, and that you have a professional bicycle mechanic check your work before you ride the bike. If you have even the slightest doubt as to whether you understand something in this section of the Manual, talk to a professional bicycle mechanic.

A. Assembly

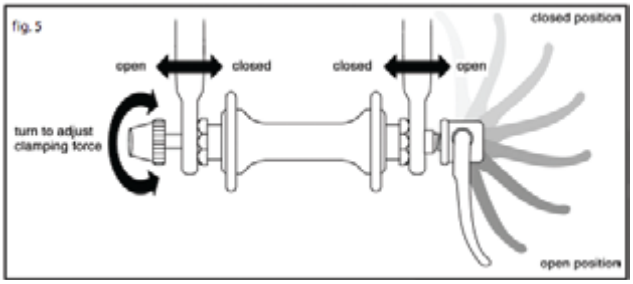
ROUSE bicycles are shipped to you partially assembled. A professional bicycle mechanic should complete the

final assembly of your bicycles and perform all adjustments to make it fit you. It is strongly recommended that you allow a professional bicycle mechanic to perform the assembly and fitting operations, as it requires specific technical knowledge of each part appropriate tools, and the understanding of interactions of various materials.

B. Wheels

Bicycle wheels are designed to be removable for easier transportation and for repair of a tire puncture. In most cases, the wheel axles are inserted into slots, called "dropouts" in the fork and frame, but some suspension mountain bikes use what is called a "through axle" wheel mounting system.

Wheels are secured using a "Skewer."



It is very important that you know how to secure the wheels correctly, and that you know how to apply the correct clamping force that safely secures the wheel. Ask a professional bicycle mechanic to instruct you in correct wheel removal and installation, and ask him to give you any available manufacturer's instructions.

WARNING: Riding with an improperly secured wheel can allow the wheel to wobble or fall off the bicycle, which can cause serious injury or death. Therefore, it is essential that you:

1. **Ask a professional bicycle mechanic to help you make sure you know how to install and remove your wheels safely.**
2. **Understand and apply the correct technique for clamping your wheel in place.**
3. **Each time, before you ride the bike, check that the wheel is securely clamped. The clamping**

action of a correctly secured wheel must emboss the surfaces of the dropouts.

1. Secondary Retention Devices

Most bicycles have front forks which utilize a secondary wheel retention device to reduce the risk of the wheel disengaging from the fork if the wheel is incorrectly secured. Secondary retention devices are not a substitute for correctly securing your front wheel.

Secondary retention devices fall into two basic categories:

a. The clip-on type is a part which the manufacturer adds to the front wheel hub or front fork.

b. The integral type is molded, cast or machined into the outer faces of the front fork dropouts.

Ask ROUSE BICYCLES to explain the particular secondary retention device on your bike.

WARNING: Do not remove or disable the secondary retention device. As its name implies, it serves as a backup for a critical adjustment. If the wheel is not secured correctly, the secondary retention device can reduce the risk of the wheel disengaging from the fork. Removing or disabling the secondary retention device may also void the warranty. Secondary retention devices are not a substitute for correctly securing your wheel. Failure to properly secure the wheel can cause the wheel to wobble or disengage, which could cause you to lose control and fall, resulting in serious injury or death.

2. Wheels With Cam Action Systems

There are currently two types of over-center cam wheel retention mechanisms: the traditional over-center cam and the cam-and-cup system. Both use an over-center cam action to clamp the bike's wheel in place. Your bicycle may have a cam-and-cup front wheel retention system and a traditional rear wheel cam action system.

a. Adjusting the traditional cam action mechanism

The wheel hub is clamped in place by the force of the over-center cam pushing against one dropout and pulling the tension adjusting nut, by way of the skewer, against the other dropout. The amount of clamping force is controlled by the tension adjusting nut. Turning the tension adjusting nut clockwise while keeping the cam lever from rotating increases clamping force; turning it counterclockwise while keeping the cam lever from rotating reduces clamping force. Less than half a turn of the tension adjusting nut can make the difference between safe

clamping force and unsafe clamping force.

WARNING: The full force of the cam action is needed to clamp the wheel securely. Holding the nut with one hand and turning the lever like a wing nut with the other hand until everything is as tight as you can get it will not clamp a cam action wheel safely in the dropouts. See also the first WARNING in this Section, p. 20.

b. Adjusting the cam-and-cup mechanism

The cam-and-cup system on your front wheel will have been correctly adjusted for your bicycle by a professional bicycle mechanic. Ask a professional bicycle mechanic to check the adjustment every six months. Do not use a cam-and-cup front wheel on any bicycle other than the one for which a professional bicycle mechanic adjusted it.

3. Removing and Installing wheels

(1) If your bike has cam action front wheel retention, move the cam lever from the locked or CLOSED position to the OPEN position. If your bike has through bolt or bolt-on front wheel retention, loosen the fastener(s) a few turns counter-clockwise using an appropriate wrench, lock key or the integral lever.

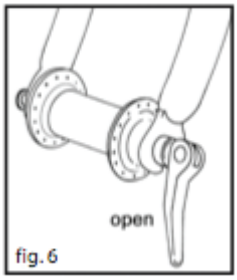


fig. 6

(2) If your front fork has a clip-on type secondary retention device, disengage it and go to step (4). If your front fork has an integral secondary retention device, and a traditional cam action system loosen the tension adjusting nut enough to allow removing the wheel from the dropouts. If your front wheel uses a cam-and-cup system, squeeze the cup and cam lever together while removing the wheel. No rotation of any part is necessary with the cam-and-cup system. You may need to tap the top of the wheel with the palm of your hand to release the wheel from the front fork.

(3) If your bike has cam action front wheel retention, move the cam lever so that it curves away from the wheel. This is the OPEN position (fig. 6). If your bike has through bolt or bolt-on front wheel retention, go to the next step.

(4) With the steering fork facing forward, insert the wheel between the fork blades so that the axle seats firmly at the top of the fork dropouts. The cam lever, if there is one, should be on rider's left side of the bicycle. If your bike has a clip-on type secondary retention device, engage it.

(5) If you have a traditional cam action mechanism: holding the cam lever in the ADJUST position with your right hand, tighten the tension adjusting nut with your left hand until it is finger tight against the fork dropout. If you have

a cam-and-cup system: the nut and cup will have snapped into the recessed area of the fork dropouts and no adjustment should be required.

(6) While pushing the wheel firmly to the top of the slots in the fork dropouts, and at the same time centering the wheel rim in the fork:

(a) With a cam action system, move the cam lever upwards and swing it into the CLOSED position. The lever should now be parallel to the fork blade and curved toward the wheel. To apply enough clamping force, you should have to wrap your fingers around the fork blade for leverage, and the lever should leave a clear imprint in the palm of your hand.

(b) With a through-bolt or bolt-on system, tighten the fasteners to the torque specifications in Appendix D or the hub manufacturer's instructions.

NOTE: If, on a traditional cam action system, the lever cannot be pushed all the way to a position parallel to the fork blade, return the lever to the OPEN position. Then turn the tension adjusting nut counterclockwise one-quarter turn and try tightening the lever again. With a through-bolt or bolt-on system, tighten the fasteners to the torque specifications.

WARNING: Securely clamping the wheel with a cam action retention device takes considerable force. If you can fully close the cam lever without wrapping your fingers around the fork blade for leverage, the lever does not leave a clear imprint in the palm of your hand, and the serrations on the wheel fastener do not emboss the surfaces of the dropouts, the tension is insufficient. Open the lever; turn the tension adjusting nut clockwise a quarter turn; then try again. See also the first WARNING in this Section.

(7) If you disengaged the brake quick-release mechanism above, re-engage it to restore correct brake pad-to-rim clearance.

(8) Spin the wheel to make sure that it is centered in the frame and clears the brake pads; then squeeze the brake lever and make sure that the brakes are operating correctly.

Removing a Rear Wheel

(1) If you have a multi-speed bike with a derailleur gear system: shift the rear derailleur to high gear (the smallest, outermost rear sprocket).

(2) If your bike has rim brakes, disengage the brake's quick-release mechanism to increase the clearance between the wheel rim and the brake pads.

(3) On a derailleur gear system, pull the derailleur body back with your right hand.

(4) With a cam action mechanism, move the quick-release lever to the OPEN position. With a through bolt or bolt on mechanism, loosen the fastener(s) with an appropriate wrench, lock lever or integral lever; then push the wheel forward far enough to be able to remove the chain from the rear sprocket.

(5) Lift the rear wheel off the ground a few inches and remove it from the rear dropouts.

Installing a Rim Brake Rear Wheel

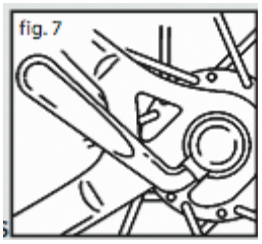
(1) With a cam action system, move the cam lever to the OPEN position. The lever should be on the side of the wheel opposite the derailleur and freewheel sprockets.

(2) On a derailleur bike, make sure that the rear derailleur is still in its outermost, high gear, position; then pull the derailleur body back with your right hand. Put the chain on top of the smallest freewheel sprocket.

(3) On single-speed, remove the chain from the front sprocket, so that you have plenty of slack in the chain. Put the chain on the rear wheel sprocket.

(4) Then, insert the wheel into the frame dropouts and pull it all the way in to the dropouts.

(5) With a cam action system, move the cam lever upwards and swing it into the CLOSED position (fig. 7). The lever should now be parallel to the seat stay or chain stay and curved toward the wheel. To apply enough clamping force, you should have to wrap your fingers around the fork blade for leverage, and the lever should leave a clear imprint in the palm of your hand.



NOTE: If, on a traditional cam action system, the lever cannot be pushed all the way to a position parallel to the seat stay or chain stay, return the lever to the OPEN position. Then turn the tension adjusting nut counterclockwise one-quarter turn and try tightening the lever again.

WARNING: Securely clamping the wheel with a cam action retention device takes considerable force. If you can fully close the cam lever without wrapping your fingers around the seat stay or chain stay for leverage, the lever does not leave a clear imprint in the palm of your hand, and the serrations on the wheel fastener do not emboss the surfaces of the dropouts, the tension is insufficient. Open the lever; turn the tension adjusting nut clockwise a quarter turn; then try again. See also the first WARNING in this Section.

(6) If you disengaged the brake quick-release mechanism in above, re-engage it to restore correct brake pad-to-rim clearance.
(7) Spin the wheel to make sure that it is centered in the frame and clears the brake pads; then squeeze the brake lever and make sure that the brakes are operating correctly.

C. Seat Post Cam Action Clamp

WARNING: Riding with an improperly tightened seat post can allow the saddle to turn or move and cause you to lose control and fall. Therefore:

1. **Ask a professional bicycle mechanic to help you make sure you know how to correctly clamp your seat post.**
2. **Understand and apply the correct technique for clamping your seat post.**
3. **Before you ride the bike, first check that the seat post is securely clamped.**

D. Brakes

Your ROUSE Bicycle uses rim brakes, which operate by squeezing the wheel rim between two brake pads.

WARNING:

1. **Riding with improperly adjusted brakes, worn brake pads, or wheels on which the rim wear mark is visible is dangerous and can result in serious injury or death.**
2. **Applying brakes too hard or too suddenly can lock up a wheel, which could cause you to lose control and fall. Sudden or excessive application of the front brake may pitch the rider over the handlebars, which may result in serious injury or death.**
3. **See the brake manufacturer's instructions for operation and care of your brakes, and for when brake pads must be replaced. If you do not have the manufacturer's instructions, see a professional bicycle mechanic or contact the brake manufacturer.**
4. **If replacing worn or damaged parts, use only manufacturer-approved genuine replacement parts.**

1. Brake Controls and Features

It's very important to your safety that you learn and remember which brake lever controls which brake on your bike. Traditionally, the right brake lever controls the rear brake and the left brake lever controls the front brake; but, to make sure your bike's brakes are set up this way, squeeze one brake lever and look to see which brake, front or rear, engages. Now do the same with the other brake lever.

Make sure that your hands can reach and squeeze the brake levers comfortably. If your hands are too small to operate the levers comfortably, consult a professional bicycle mechanic before riding the bike. The lever reach may be adjustable; or you may need a different brake lever design.

Most rim brakes have some form of quick-release mechanism to allow the brake pads to clear the tire when a wheel is removed or reinstalled. When the brake quick release is in the open position, the brake may be inoperative. Ask a professional bicycle mechanic to make sure that you understand the way the brake quick release works on your bike (figs 8 and 9) and check each time to make sure both brakes work correctly before you get on the bike.

2. How Brakes Work

The braking action of a bicycle is a function of the friction between the braking surfaces. To make sure that you have maximum friction available, keep your wheel rims and brake pads and caliper clean and free of dirt, lubricants, waxes or polishes.

Brakes are designed to control your speed, not just to stop the bike. Maximum braking force for each wheel occurs at the point just before the wheel “locks up” (stops rotating) and starts to skid. Once the tire skids, you actually lose most of your stopping force and all directional control. You need to practice slowing and stopping smoothly without locking up a wheel. The technique is called progressive brake modulation. Instead of jerking the brake lever to the position where you think you’ll generate appropriate braking force, squeeze the lever, progressively increasing the braking force. If you feel the wheel begin to lock up, release pressure just a little to keep the wheel rotating just short of lockup. It’s important to develop a feel for the amount of brake lever pressure required for each wheel at different speeds and on different surfaces. To better understand this, experiment a little by walking your bike and applying different amounts of pressure to each brake lever, until the wheel locks.

fig. 8

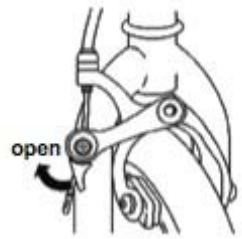
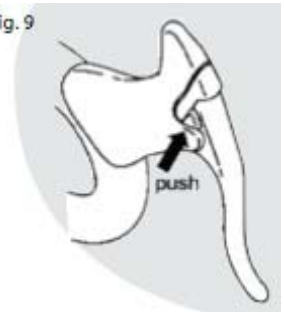


fig. 9



When you apply one or both brakes, the bike begins to slow, but your body wants to continue at the speed at which it was going. This causes a transfer of weight to the front wheel (or, under heavy braking, around the front wheel hub, which could send you flying over the handlebars).

A wheel with more weight on it will accept greater brake pressure before lockup; a wheel with less weight will lock up with le ss brake p ressure. So, as yo u apply brakes an d y our weight is tran sferred forward, you nee d to shift your b ody to ward the rear of the bi ke, to tran sfer weight back on to the rear wheel; and at the sam e time, you need to both decrea se rear braking and increase fron t brak ing force. This is ev en more imp ortant on de scents, because descents shift weight forward.

Two keys to effective sp eed control and safe stopping are con trolling wheel l ockup and weight tran sfer. This weight transfer is even more pronounced if yo ur bike has a front suspension fork. Front suspension “dips” under braking, in creasing the wei ght tran sfer (see al so Se ction 4.D). Practice bra king and weight transfe r tech niques where there is no traffic or other hazards and distractions.

Everything changes when you ride on loose surfaces or in wet weather. It will take longer to stop on loose

surfaces or in wet weather. Tire adhesion is reduced, so the wheels have less cornering and braking traction and can lock up with less brake force. Moisture or dirt on the brake pads reduces their ability to grip. The way to maintain control on loose or wet surfaces is to go more slowly.

E. Shifting Gears

Your multi-speed bicycle will have a derailleur drivetrain

1. How a derailleur drivetrain works

If your bicycle has a derailleur drivetrain, the gear-changing mechanism will have:

- a rear cassette or freewheel sprocket cluster
- a rear derailleur
- usually a front derailleur
- one or two shifters
- one, two or three front sprockets called chainrings
- a drive chain

a. Shifting Gears

There a re several different types and styles of shifti ng contro ls: levers, t wist grips, triggers, combination shift/brake controls and push-buttons. Ask a professional bicycle mechanic to explain the type of shifting controls that are on your bike, and to show you how they work.

The vocabulary of shifting can be confusing. A downshift is a shift to a “lower” or “slower” gear, one which is easier to pedal. An upshift is a shift to a “higher”or “faster”, harder to pedal gear. What’s confusing is that what’s happening at the front derailleur is the opposite of what’s happening at the rear derailleur (for details, read the instructions on Shifting the Rear Derailleur and Shifting the Front Derailleur below). For example, you can select a gear which will make pedaling easier on a hill (make a downshift) in one of two ways: shift the chain down the gear “steps” to a smaller gear at the

front, or up the gear “steps” to a larger gear at the rear. So, at the rear gear cluster, what is called a downshift looks like an upshift. The way to keep things straight is to remember that shifting the chain in towards the centerline of the bike is for accelerating and climbing and is called a downshift. Moving the chain out or away from the centerline of the bike is for speed and is called an upshift.

Whether upshifting or downshifting, the bicycle derailleur system design requires that the drive chain be moving forward and be under at least some tension. A derailleur will shift only if you are pedaling forward.

CAUTION: Never move the shifter while pedaling backward, nor pedal backwards immediately after having moved the shifter. This could jam the chain and cause serious damage to the bicycle.

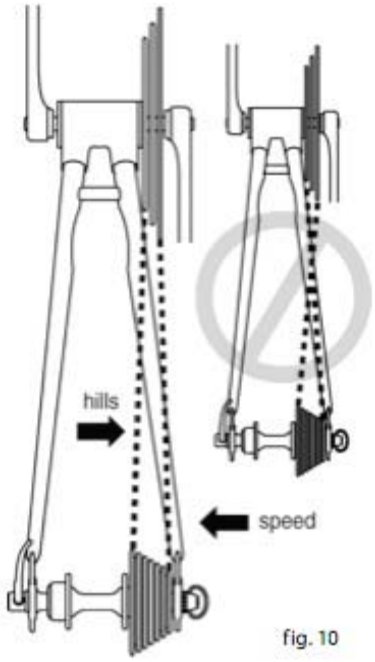


fig. 10

b. Shifting the Rear Derailleur

The rear derailleur is controlled by the right shifter. The function of the rear derailleur is to move the drive chain from one gear sprocket to another. The smaller sprockets on the gear cluster produce higher gear ratios. Pedaling in the higher gears requires greater pedaling effort, but takes you a greater distance with each revolution of the pedal cranks. The larger sprockets produce lower gear ratios. Using them requires less pedaling effort, but takes you a shorter distance with each pedal crank revolution. Moving the chain from a smaller sprocket of the gear cluster to a larger sprocket results in a downshift. Moving the chain from a larger sprocket to a smaller sprocket results in an upshift. In order for the derailleur to move the chain from one sprocket to another, the rider must be pedaling forward.

c. Shifting the Front Derailleur:

The front derailleur, which is controlled by the left shifter, shifts the chain between the larger and smaller chainrings. Shifting the chain onto a smaller chainring makes pedaling easier (a downshift). Shifting to a larger chainring makes pedaling harder (an upshift).

d. Which Gear Should I Be In?

The combination of largest rear and smallest front gears is for the steepest hills (fig. 10). The smallest rear and largest front combination is for the greatest speed. It is not necessary to shift gears in sequence. Instead, find the "starting gear" which is right for your level of ability — a gear which is hard enough for quick acceleration but easy enough to let you start from a stop without wobbling — and experiment with upshifting and downshifting to get a feel for the different gear combinations. At first, practice shifting where there are no obstacles, hazards or other traffic, until you've built up your confidence. Learn to anticipate the need to shift, and shift to a lower gear before the hill gets too steep. If you have difficulties with shifting, the problem could be mechanical adjustment. See a professional bicycle mechanic for help.

Cross-chain gears should be avoided at all times as these will quickly wear out the chain, and possibly also the derailleurs, chainrings, and sprockets. Cross-chain gears occur when the chain is on both the largest chainring at the front and the largest sprocket at the rear, or alternately both the smallest chainring at the front and the smallest sprocket at the rear (fig. 10). These positions orient the chain at an angle with respect to the centerline of the bicycle, which places greater stress on the drivetrain components. There should be no need to resort to cross-chain gears as equivalent ratios can be found by using other combinations of front and rear gears.

WARNING: Never shift a derailleur onto the largest or the smallest sprocket if the derailleur is not shifting smoothly. The derailleur may be out of adjustment and the chain could jam, causing you to lose control and fall.

e. What If It Won't Shift Gears?

If moving the shift control one click repeatedly fails to result in a smooth shift to the next gear chances are that the mechanism is out of adjustment. Take the bike to a professional bicycle mechanic to have it adjusted.

F. Pedals

1. Toe Overlap is when your toe can touch the front wheel when you turn the handlebars to steer while a pedal is in the forward most position. This is common on small-framed bicycles, and is avoided by keeping the inside pedal up and the outside pedal down when making sharp turns. On any bicycle, this technique will also prevent the inside pedal from striking the ground in a turn.

WARNING: Toe Overlap could cause you to lose control and fall. Ask a professional bicycle mechanic to help you determine if the combination of frame size, crank arm length, pedal design and shoes you will use results in pedal overlap. Whether you have overlap or not, you must keep the inside pedal up and the outside pedal down when making sharp turns.

2. Some bicycles come equipped with pedals that have sharp and potentially dangerous surfaces. These surfaces are designed to add safety by increasing grip between the rider's shoe and the pedal. If your bicycle has this type of high-performance pedal, you must take extra care to avoid serious injury from the pedals' sharp surfaces. Based on your riding style or skill level, you may prefer a less aggressive pedal design, or chose to ride with shin pads. Your local bike shop can show you a number of options and make suitable recommendations.
3. Toeclips and straps are a means to keep feet correctly positioned and engaged with the pedals. The toeclip positions the ball of the foot over the pedal spindle, which gives maximum pedaling power. The toe strap, when tightened, keeps the foot engaged throughout the rotation cycle of the pedal. While toeclips and straps give some benefit with any kind of shoe, they work most effectively with cycling shoes designed for use with toeclips. A professional bicycle mechanic can explain how toeclips and straps work. Shoes with deep treaded soles or welts which might make it more difficult for you to insert or remove your foot should not be used with toeclips and straps.

WARNING: Getting into and out of pedals with toeclips and straps requires skill which can only be acquired with practice. Until it becomes a reflex action, the technique requires concentration which can distract your attention and cause you to lose control and fall. Practice the use of toeclips and straps where there are no obstacles, hazards or traffic. Keep the straps loose, and don't tighten them until your technique and confidence in getting in and out of the pedals warrants it. Never ride in traffic with your toe straps tight.

4. Clipless pedals (sometimes called “step-in pedals”) are another means to keep feet securely in the correct position for maximum pedaling efficiency. They have a plate, called a “cleat,” on the sole of the shoe, which clicks into a mating spring-loaded fixture on the pedal. They only engage or disengage with a very specific motion which must be practiced until it becomes instinctive. Clipless pedals require shoes and cleats which are compatible with the make and model pedal being used.

Many clipless pedals are designed to allow the rider to adjust the amount of force needed to engage or disengage the foot. Follow the pedal manufacturer’s instructions, or ask a professional bicycle mechanic to show you how to make this adjustment. Use the easiest setting until engaging and disengaging becomes a reflex action, but always make sure that there is sufficient tension to prevent unintended release of your foot from the pedal.

WARNING: Clipless pedals are intended for use with shoes specifically made to fit them and are designed to firmly keep the foot engaged with the pedal. Do not use shoes which do not engage the pedals correctly.

Practice is required to learn to engage and disengage the foot safely. Until engaging and disengaging the foot becomes a reflex action, the technique requires concentration which can distract your attention and cause you to lose control and fall. Practice engaging and disengaging clipless pedals in a place where there are no obstacles, hazards or traffic; and be sure to follow the pedal manufacturer’s setup and service instructions. If you do not have the manufacturer’s instructions, contact the pedal manufacturer.

G*. Tires and Tubes*

1. Tires

Bicycle tires are available in many designs and specifications, ranging from general-purpose designs to tires designed to perform best under very specific weather or terrain conditions. If, once you’ve gained experience with your new bike, you feel that a different tire might better suit your riding needs, a professional bicycle mechanic can help you select the most appropriate design.

The size, pressure rating, and on some high-performance tires the specific recommended use, are marked on the sidewall of the tire (see fig. 11). The part of this information which is most important to you is Tire Pressure.

WARNING: Never inflate a tire beyond the maximum pressure marked on the tire’s sidewall or your

wheelset. Exceeding the recommended maximum pressure may blow the tire off the rim, which could cause damage to the bike and injury to the rider and bystanders.

The best and safest way to inflate a bicycle tire to the correct pressure is with a bicycle pump which has a built-in pressure gauge.

WARNING: There is a safety risk in using gas station air hoses or other air compressors. They are not made for bicycle tires. They move a large volume of air very rapidly, and will raise the pressure in your tire very rapidly, which could cause the tube to explode.

Tire pressure is given either as maximum pressure or as a pressure range. How a tire performs under different terrain or weather conditions depends largely on tire pressure. Inflating the tire to near its maximum recommended pressure gives the lowest rolling resistance; but also produces the harshest ride. High pressures work best on smooth, dry pavement.

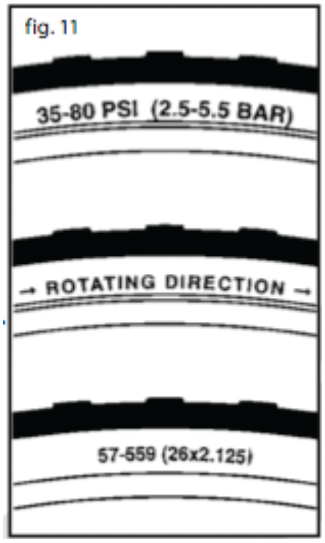


fig. 11

Very low pressures, at the bottom of the recommended pressure range, give the best performance on smooth, slick terrain such as hard-packed clay, and on deep, loose surfaces such as deep, dry sand.

Tire pressure that is too low for your weight and the riding conditions can cause a puncture of the tube by allowing the tire to deform sufficiently to pinch the inner tube between the rim and the riding surface.

CAUTION: Pencil type automotive tire gauges can be inaccurate and should not be relied upon for consistent, accurate pressure readings. Instead, use a high quality dial gauge.

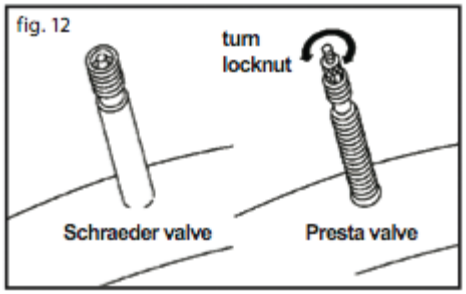
Ask a professional bicycle mechanic to recommend the best tire pressure for the kind of riding you will most often do, and have him inflate your tires to that pressure. Then, check inflation as described in Section 1.C so you'll know how correctly inflated tires should look and feel when you don't have access to a gauge. Some tires may need to be brought up to pressure every week or two, so it is important to check your tire pressures before every ride. Some special high-performance tires

have unidirectional treads: their tread pattern is designed to work better in one direction than in the other. The sidewall marking of a unidirectional tire will have an arrow showing the correct rotation direction. If your bike has unidirectional tires, be sure that they are mounted to rotate in the correct direction.

2. Tire Valves

There are primarily two kinds of bicycle tube valves: The Schraeder Valve and the Presta Valve. The bicycle pump you use must have the fitting appropriate to the valve stems on your bicycle.

The Schraeder valve (fig. 12) is like the valve on a car tire. To inflate a Schraeder valve tube, remove the valve cap and clamp the pump fitting onto the end of the valve stem. To let air out of a Schraeder valve, depress the pin in the end of the valve stem with the end of a key or other appropriate object.



The Presta valve (fig. 12) has a narrower diameter and is only found on bicycle tires. To inflate a Presta valve tube using a Presta headed bicycle pump, remove the valve cap; unscrew (counterclockwise) the valve stem lock nut; and push down on the valve stem to free it up. Then push the pump head on to the valve head, and inflate. To inflate a Presta valve with a Schraeder pump fitting, you'll need a Presta adapter (available at your bike shop) which screws on to the valve stem once you've freed up the valve. The adapter fits into the Schraeder pump fitting. Close the valve after inflation. To let air out of a Presta valve, open up the valve stem lock nut and depress the valve stem.

3. Clincher and Tubular Tires

There are primarily two kinds of bicycles tires: The Clincher Tire and Tubular Tire. Clincher tires are shaped like a "U" in cross section with wire or Kevlar beads on the outer edge of both sides that hook onto the rim and hold the tire in place on the wheel over the inner tube. Tubular tires do not have beads. The outer edges of the tire are sewn together around the inner tube, which is glued to the rim to hold the tire in place.

If you install wheels with tubular tires on your ROUSE bicycle, it is very important that you read all safety

information about tubulars from the wheel and tire manufacturers, in particular the information on the proper technique for gluing the tires to the rim. Improperly glued tubular tires can separate from the rim causing serious injury or death. It is up to the rider to take responsibility for ensuring their tubular wheels and tires are safe to use.

WARNING: We highly recommend that you carry a spare inner tube when you ride your bike. Patching a tube is an emergency repair. If you do not apply the patch correctly or apply several patches, the tube can fail, resulting in possible tube failure, which could cause you to loose control and fall. Replace a patched tube as soon as possible.

5. SERVICE

WARNING: Technological advances have made bicycles and bicycle components more complex, and the pace of innovation is increasing. It is impossible for this manual to provide all the information required to properly repair and/or maintain your bicycle. In order to help minimize the chances of an accident and possible injury, it is critical that you have any repair or maintenance which is not specifically described in this manual performed by a professional bicycle mechanic. Equally important is that your individual maintenance requirements will be determined by everything from your riding style to geographic location. Consult a professional bicycle mechanic for help in determining your maintenance requirements.

WARNING: Many bicycle service and repair tasks require special knowledge and tools. Do not begin any adjustments or service on your bicycle until you have learned from a professional bicycle mechanic how to properly complete them. Improper adjustment or service may result in damage to the bicycle or in an accident which can cause serious injury or death.

If you want to learn to do major service and repair work on your bike:

1. Ask ROUSE BICYCLES for copies of the manufacturer's installation and service instructions for the components on your bike, or contact the component manufacturer.
2. Ask ROUSE BICYCLES to recommend a book on bicycle repair.
3. Ask ROUSE BICYCLES about the availability of bicycle repair courses in your area.

We recommend that you ask a professional bicycle mechanic to check the quality of your work the first time you work on something and before you ride the bike, just to make sure that you did everything correctly. Since that will require the time of a mechanic, there may be a modest charge for this service.

We also recommend that you ask a professional bicycle mechanic for guidance on what spare parts, such as inner tubes, cables, etc. it would be appropriate for you to have once you have learned how to replace such parts when they require replacement.

A. Service Intervals

Some service and maintenance can and should be performed by the owner, and require no special tools or knowledge beyond what is presented in this manual.

The following are examples of the type of service you should perform yourself. All other service, maintenance and repair should be performed in a properly equipped facility by a qualified bicycle mechanic using the correct tools and procedures specified by the manufacturer.

1. Break-in Period: Your bike will last longer and work better if you break it in before riding it hard. Control cables and wheel spokes may stretch or “seat” when a new bike is first used and may require readjustment by a professional bicycle mechanic. Your Mechanical Safety Check (Section 1.C) will help you identify some things that need readjustment. But even if everything seems fine to you, it’s best to take your bike to a professional bicycle mechanic for a checkup. ROUSE BICYCLES typically suggest you bring the bike in for a 30 day checkup. Another way to judge when it’s time for the first checkup is to bring the bike in after three to five hours of hard off-road use, or about 10 to 15 hours of on-road or more casual off-road use. But if you think something is wrong with the bike, take it to a professional bicycle mechanic before riding it again.

2. Before every ride: Mechanical Safety Check (Section 1.C)

3. After every long or hard ride; if the bike has been exposed to water or grit; or at least every 100 miles: Clean the bike and lightly lubricate the chain's rollers with a good quality bicycle chain lubricant. Wipe off excess lubricant with a lint-free cloth. Lubrication is a function of climate. Talk to a professional bicycle mechanic about the best lubricants and the recommended lubrication frequency for your area.

4. After every long or hard ride or after every 10 to 20 hours of riding:

- Squeeze the front brake and rock the bike forward and back. Everything feel solid? If you feel a clunk with each forward or backward movement of the bike, you probably have a loose headset. Have you a professional bicycle mechanic check it.
- Lift the front wheel off the ground and swing it from side to side. Feel smooth? If you feel any binding or roughness in the steering, you may have a tight headset. Have a professional bicycle mechanic check it.
- Grab one pedal and rock it toward and away from the centerline of the bike; then do the same with the other pedal. Anything feel loose? If so, have a professional bicycle mechanic check it.
- Take a look at the brake pads. Starting to look worn or not hitting the wheel rim squarely? Time to have a professional bicycle mechanic adjust or replace them.
- Carefully check the control cables and cable housings. Any rust? Kinks? Fraying? If so, have a professional bicycle mechanic replace them.
- Squeeze each adjoining pair of spokes on either side of each wheel between your thumb and index finger. Do they all feel about the same? If any feel loose, have a professional bicycle mechanic check the wheel for tension and trueness.
- Check the tires for excess wear, cuts or bruises. Have a professional bicycle mechanic replace them if necessary.
- Check the wheel rims for excess wear, dings, dents and scratches. Consult a professional bicycle mechanic if you see any rim damage.

- Check to make sure that all parts and accessories are still secure, and tighten any which are not.
- Check the frame, particularly in the area around all tube joints; the handlebars; the stem; and the seatpost for any deep scratches, cracks or discoloration. These are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced. See also Appendix B.

WARNING: Like any mechanical device, a bicycle and its components are subject to wear and stress. Different materials and mechanisms wear or fatigue from stress at different rates and have different life cycles. If a component's life cycle is exceeded, the component can suddenly and catastrophically fail, causing serious injury or death to the rider. Scratches, cracks, fraying and discoloration are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced. While the materials and workmanship of your bicycle or of individual components may be covered by a warranty for a specified period of time by the manufacturer, this is no guarantee that the product will last the term of the warranty. Product life is often related to the kind of riding you do and to the treatment to which you submit the bicycle. The bicycle's warranty is not meant to suggest that the bicycle cannot be broken or will last forever. It only means that the bicycle is covered subject to the terms of the warranty. Please be sure to read Appendix A, Intended Use of your Bicycle and Appendix B, The lifespan of your bike and its components, starting on page 43.

5. As required: If either brake lever fails the Mechanical Safety Check (Section 1.C), don't ride the bike. Have a professional bicycle mechanic check the brakes. If the chain won't shift smoothly and quietly from gear to gear, the derailleur is out of adjustment. See a professional bicycle mechanic.

6. Every 25 (hard off-road) to 50 (on-road) hours of riding: Take your bike to a professional bicycle mechanic for a complete checkup.

B. If your bicycle sustains an impact:

First, check yourself for injuries, and take care of them as best you can. Seek medical help if necessary.

Next, check your bike for damage.

After any crash, take your bike to a professional bicycle mechanic for a thorough check. Carbon composite components, including frames, wheels, handlebars, stems, cranksets, brakes, etc. which have sustained an impact must not be ridden until they have been disassembled and thoroughly inspected by a qualified mechanic. See also Appendix B, Lifespan of your bike and its components.

WARNING: A crash or other impact can put extraordinary stress on bicycle components, causing them to fatigue prematurely. Components suffering from stress fatigue can fail suddenly and catastrophically, causing loss of control, serious injury or death.

Appendix A

Intended use of your bicycle

WARNING: Understand your ROUSE bike and its intended use. Choosing the wrong bicycle for your purpose can be hazardous. Using your bike the wrong way is dangerous.

No one type of bicycle is suited for all purposes. Your retailer can help you pick the “right tool for the job” and help you understand its limitations. There are many types of bicycles and many variations within each type. There are many types of mountain, road, racing, hybrid, touring, and cyclo-cross bicycles.

There are also bicycles that mix features. For example, there are road/racing bikes with triple cranks. These bikes have the low gearing of a touring bike, the quick handling of a racing bike, but are not well suited for carrying heavy loads on a tour. For that purpose you want a touring bike.

Within each type of bicycle, one can optimize for certain purposes. Visit your bicycle shop and find someone with expertise in the area that interests you. Do your own homework. Seemingly small changes such as the choice of tires can improve or diminish the performance of a bicycle for a certain purpose. On the following pages, we generally outline the intended uses of various types of bikes.

Industry usage conditions are generalized and evolving. Consult ROUSE BICYCLES about how you intend to use your bike.

High-Performance Road
CONDITION 1

Bikes designed for riding on a paved surface where the tires do not lose ground contact.

INTENDED To be ridden on paved roads only.

NOT INTENDED For off-road, cyclocross, or touring with racks or panniers.

TRADE OFF Material use is optimized to deliver both light weight and specific performance. You must understand that (1) these types of bikes are intended to give an aggressive racer or competitive cyclist a performance advantage over a relatively short product life, (2) a less aggressive rider will enjoy longer frame life, (3) you are choosing light weight (shorter frame life) over more frame weight and a longer frame life, (4) you are choosing light weight over more dent resistant or rugged frames that weigh more. All frames that are very light need frequent inspection. These frames are likely to be damaged or broken in a crash. They are not designed to take abuse or be a rugged workhorse. See also Appendix B.

Appendix B

The lifespan of your bike and its components

1. Nothing Lasts Forever, Including Your Bike.

When the useful life of your bike or its components is over, continued use is hazardous.

Every bicycle and its component parts have a finite, limited useful life. The length of that life will vary with the construction and materials used in the frame and components; the maintenance and care the frame and components receive over their life; and the type and amount of use to which the frame and components are subjected. Use in competitive events, trick riding, ramp riding, jumping, aggressive riding, riding on severe terrain, riding in severe climates, riding with heavy loads, commercial activities and other types of non-standard use can dramatically shorten the life of the frame and components. Any one or a combination of these conditions may result in an unpredictable failure.

All aspects of use being identical, lightweight bicycles and their components will usually have a shorter life than heavier bicycles and their components. In selecting a lightweight bicycle or components you are making a tradeoff, favoring the higher performance that comes with lighter weight over longevity. So, if you choose lightweight, high performance equipment, be sure to have it inspected frequently.

You should have your bicycle and its components checked periodically by a professional bicycle mechanic for indicators of stress and/ or potential failure, including cracks, deformation, corrosion, paint peeling, dents, and any other indicators of potential problems, inappropriate use or abuse. These are important safety checks and very important to help prevent accidents, bodily injury to the rider and shortened product life.

2. Perspective

Today's high-performance bicycles require frequent and careful inspection and service. In this Appendix we try to explain some underlying material science basics and how they relate to your bicycle. We discuss some of the trade-offs made in designing your bicycle and what you can expect from your bicycle; and we provide important, basic guidelines on how to maintain and inspect it. We cannot teach you everything you need to know to properly inspect and service your bicycle; and that is why we repeatedly urge you to take your bicycle to a professional bicycle mechanic for professional care and attention.

WARNING: Frequent inspection of your bike is important to your safety. Follow the Mechanical Safety Check in Section 1.C of this Manual before every ride.

Periodic, more detailed inspection of your bicycle is important. How often this more detailed inspection is needed depends upon you.

You, the rider/owner, have control and knowledge of how often you use your bike, how hard you use it and where you use it. You must take responsibility for periodically bringing your bike to a professional bicycle mechanic for inspection and service. Your mechanic will help you decide what frequency of inspection and service is appropriate for how and where you use your bike.

For your safety, understanding and communication with your mechanic, we urge you to read this Appendix in its entirety. The materials used to make your bike determine how and how frequently to inspect.

Ignoring this WARNING can lead to frame, fork or other component failure, which can result in serious injury or death.

A. Understanding Composites

All riders must understand a fundamental reality of composites. Composite materials constructed of carbon fibers are strong and light, but when crashed or overloaded, carbon fibers do not bend, they break.

What Are Composites?

The term "composites" refers to the fact that a part or parts are made up of different components or materials. You've heard the term "carbon fiber bike." This really means "composite bike."

Carbon fiber composites are typically a strong, light fiber in a matrix of plastic, molded to form a shape. Carbon composites are light relative to metals. Steel weighs 7.8 grams/cm3 (grams per cubic centimeter), titanium 4.5 grams/cm3, aluminum 2.75 grams/cm3. Contrast these numbers with carbon fiber composite at 1.45 grams/cm3.

The composites with the best strength-to-weight ratios are made of carbon fiber in a matrix of epoxy plastic. The epoxy matrix bonds the carbon fibers together, transfers load to other fibers, and provides a smooth outer surface. The carbon fibers are the "skeleton" that carries the load.

Why Are Composites Used?

Unlike metals, which have uniform properties in all directions (engineers call this isotropic), carbon fibers can be placed in specific orientations to optimize the structure for particular loads. The choice of where to place the carbon fibers gives engineers a powerful tool to create strong, light bicycles. Engineers may also orient fibers to suit other goals such as comfort and vibration damping.

Carbon fiber composites are very corrosion resistant, much more so than most metals. Think about carbon fiber or fiberglass boats.

Carbon fiber materials have a very high strength-to-weight ratio.

What Are The Limits Of Composites?

Well designed “composite” or carbon fiber bicycles and components have long fatigue lives, usually better than their metal equivalents.

While fatigue life is an advantage of carbon fiber, you must still regularly inspect your carbon fiber frame, fork, or components.

Carbon fiber composites are not ductile. Once a carbon structure is overloaded, it will not bend; it will break. At and near the break, there will be rough, sharp edges and maybe delamination of carbon fiber or carbon fiber fabric layers. There will be no bending, buckling, or stretching.

If You Hit Something Or Have A Crash, What Can You Expect From Your Carbon Fiber Bike?

Let’s say you hit a curb, ditch, rock, car, other cyclist or other object. At any speed above a fast walk, your body will continue to move forward, the momentum carrying you over the front of the bike. You cannot and will not stay on the bike and what happens to the frame, fork and other components is irrelevant to what happens to your body.

What should you expect from your carbon frame? It depends on many complex factors. But we can tell you that if the impact is hard enough, the fork or frame may be completely broken. Note the significant difference in behavior between carbon and metal. See Section 2. A, Understanding Metals, in this Appendix. Even if the carbon frame was twice as strong as a metal frame, once the carbon frame is overloaded it will not bend, it will break completely.

Inspection of Composite Frame, Fork, and Component
Cracks:
Inspect for cracks, broken, or splintered areas. Any crack is serious. Do not ride any bicycle or component that has a crack of any size.

Delamination:

Delamination is serious damage. Composites are made from layers of fabric. Delamination means that the layers of fabric are no longer bonded together. Do not ride any bicycle or component that has any delamination. These are some delamination clues:

1. A cloudy or white area. This kind of area looks different from the ordinary undamaged areas. Undamaged areas will look glassy, shiny, or “deep,” as if one was looking into a clear liquid. Delaminated areas will look opaque and cloudy.
2. Bulging or deformed shape. If delamination occurs, the surface shape may change. The surface may have a bump, a bulge, soft spot, or not be smooth and fair.
3. A difference in sound when tapping the surface. If you gently tap the surface of an undamaged composite you will hear a consistent sound, usually a hard, sharp sound. If you then tap a delaminated area, you will hear a different sound, usually duller, less sharp.

Unusual Noises:
Either a crack or delamination can cause creaking noises while riding. Think about such a noise as a serious warning signal. A well maintained bicycle will be very quiet and free of creaks and squeaks. Investigate and find the source of any noise. It may not be a crack or delamination, but whatever is causing the noise must be fixed before riding.

> **WARNING: Do not ride a bicycle or component with any delamination or crack. Riding a delaminated or cracked frame, fork or other component could lead to complete failure, with risk of serious injury or death.**

B. Understanding Components

It is often necessary to remove and disassemble components in order to properly and carefully inspect them. This is a job for a professional bicycle mechanic with the special tools, skills and experience to inspect and service today’s high-tech high-performance bicycles and their components.

Aftermarket “Super Light” Components

Think carefully about your rider profile as outlined above. The more you fit the “shorten product life” profile, the more you must question the use of super light components. The more you fit the “lengthen product life” profile, the more likely it is that lighter components may be suitable for you. Discuss your needs and your profile very honestly with a professional bicycle mechanic. Take these choices seriously and understand that you are responsible for the changes.

Original Equipment Components

Bicycle and component manufacturers test the fatigue life of the components that are original equipment on your bike. This means that they have met test criteria and have reasonable fatigue life. It does not mean that the original components will last forever. They won't.

Appendix C

Fastener Torque Specifications

Correct tightening torque of threaded fasteners is very important to your safety. Always tighten fasteners to the correct torque. In case of a conflict between the instructions in this manual and information provided by a component manufacturer, consult with ROUSE BICYCLES or the manufacturer's customer service representative for clarification. Bolts that are too tight can stretch and deform. Bolts that are too loose can move and fatigue. Either mistake can lead to a sudden failure of the bolt.

Always use a correctly calibrated torque wrench to tighten critical fasteners on your bike. Carefully follow the torque wrench manufacturer's instructions on the correct way to set and use the torque wrench for accurate results.

FASTENER RECOMMENDED TORQUE

Water Bottle Cage Bolts:..... 2 – 3 Nm

Stem:..... 8 – 12 Nm

Brake/Shift Lever:..... 5 – 8 Nm

Stem (to fork):..... 4 – 5 Nm

Stem Top Cap:..... 1 – 2 Nm

Aerobar (to basebar)..... 9 Nm

Aerobar Extensions (armrest bolt)..... 8 Nm

Front Derailleur (mounting bracket).....2.5 Nm

Seatube Collar..... 6 Nm

Pedals:..... 35 Nm

NOTE: Aluminum seatposts must be greased. Carbon seatposts must be coated in carbon assembly compound

Appendix D

Painting

At some point, you may choose to repaint your ROUSE frameset. This is not something that can be done easily and special care must be taken to prepare and paint your frameset. This can only be done by a professional painter that is familiar with carbon fiber. ROUSE BICYCLES can refer you to an approved painter or you can call ROUSE for a list of approved painters.

Caution: We recommend hand sanding to remove the decals and scuff the topcoat. Do not bake over 150 degrees F. Do not sand away any composite material. Do not sandblast, bead-blast, or blast with any other media. Blasting can remove structural composite material which could reduce strength.

ROUSE BICYCLES
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